

North Carolina Department of Transportation
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Thursday, September 20, 2018
10 a.m. to 12:30 p.m.
Ridge Road Baptist Church
2011 Ridge Road
Raleigh, NC 27607

Fellowship Hall North Session

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1 SPEAKER: Just for reference, we've got,
2 kind of, the full text of these questions here.
3 Feel free to pick that up and read it if you would
4 like to. My name is Aaron White; this is listening
5 session on September 20th, 2018. Okay. So try to
6 speak clearly, sort of towards the microphone;
7 hopefully, there's not too much interfering noise
8 from the other group. But to start, we'll just
9 jump right in. Just, kind of, start off with just
10 one word. Describe the most important thing to you
11 guys, to your household or your business as this
12 project moves forward. What's the one, most
13 important thing that needs to be considered? It
14 can be one word; it can be in a short phrase.

15 SPEAKER: Flow.

16 SPEAKER: Flow?

17 SPEAKER: To expand on it?

18 SPEAKER: Yeah.

19 SPEAKER: I mean traffic flow --

20 SPEAKER: Uh-huh.

21 SPEAKER: -- through the area --

22 SPEAKER: So traffic flow?

23 SPEAKER: Yes.

24 SPEAKER: Okay. Who's next?

25 SPEAKER: [Inaudible].

1 SPEAKER: Is it, like, the one most
2 important thing?

3 SPEAKER: Yes. Well, it's hard to put
4 into one word, but I would want separation.

5 SPEAKER: Yeah.

6 SPEAKER: I would say, scope.

7 SPEAKER: Scope?

8 SPEAKER: Yes.

9 SPEAKER: Okay.

10 SPEAKER: And I think a larger
11 explanation for that would be that I think that the
12 DOT is looking at how to move the people that are
13 currently going along the [inaudible], rather than
14 figuring out where they're trying to get to and
15 from.

16 SPEAKER: Oh.

17 SPEAKER: -- and [inaudible] turns.

18 SPEAKER: Scope, okay. I got you. So
19 scope's looking not just at this particular stretch
20 of pavement, but looking at the bigger system of
21 where people are actually trying to get to, and how
22 --

23 SPEAKER: From and to.

24 SPEAKER: From and to, but in the bigger

25 SPEAKER: It's at the by-pass of the

1 study area for traffic [inaudible].

2 SPEAKER: Well, I have some suggestions
3 on how to do that.

4 SPEAKER: We've got -- yeah, we got
5 questions for that, but -- okay, so scope.

6 SPEAKER: Okay.

7 SPEAKER: I would say, improve the
8 quality of life living here.

9 SPEAKER: Neighborhood?

10 SPEAKER: Improve -- yeah, improve the
11 neighborhood, so that, you know, you're not stuck
12 in all this traffic, and especially in the rush
13 hour, it nags at you.

14 SPEAKER: I think that's a great thing to
15 focus on. Absolutely, there's a lot of different
16 ways to read that, and depending on the values that
17 you bring to that, it might look different to one
18 person over another. But being able to, actually,
19 tangibly say the neighborhood's improved. Great.

20 SPEAKER: The overall study -- the
21 overall study area.

22 SPEAKER: Uh-huh.

23 SPEAKER: Not just along Ridge Road,
24 that's just along Glenwood Avenue, but the roads
25 that go into it, flow through it.

1 SPEAKER: [Inaudible] to the mall?

2 SPEAKER: And those you have -- you have
3 to come.

4 SPEAKER: Well, we'll -- that's going to
5 be another [inaudible].

6 SPEAKER: Paul, what's on your mind? I
7 can tell there's a lot on your mind right now. Is
8 it not Paul?

9 SPEAKER: No, my name's Patrick.

10 SPEAKER: Patrick, I'm sorry, I got the P
11 right. I'm sorry.

12 SPEAKER: It's kind of hard to do one
13 word, but I don't want my children to die.

14 SPEAKER: You don't want your children to
15 die?

16 SPEAKER: I don't want my children to
17 die.

18 SPEAKER: Okay. So --

19 SPEAKER: We're going to move traffic to
20 help these situations so there's not traffic on
21 440, so we put 3,000 cars on Ridge Road, so -- and
22 we've already kids hit here a number of times, so
23 that's my biggest fear.

24 SPEAKER: So --

25 SPEAKER: You would put that, children

1 don't die.

2 SPEAKER: Sure.

3 SPEAKER: So we can put it in there for
4 the record.

5 SPEAKER: One word, Patrick?

6 SPEAKER: No, I know. 'Cause I had a lot
7 of words to give [inaudible], so I want to make
8 sure.

9 SPEAKER: Okay. So the children die, but
10 --

11 SPEAKER: Yeah.

12 SPEAKER: -- from cars?

13 SPEAKER: Cars, yeah.

14 SPEAKER: From traffic.

15 SPEAKER: Any other one-word answers
16 before we move on? This is meant to, kind of, be
17 short, sort of, intro, right? Okay. So again, the
18 longer text there to -- of course, agree to. Then
19 number two, talking about safety, we're getting
20 right into it. What do you believe is needed to
21 ensure that safety? Safety of children, safety of
22 pedestrians, safety of drivers, safety of bikers.
23 What do you think is needed to ensure that safety
24 of your family, the people that live in the area,
25 people that travel through the area? What do you

1 think is needed to make sure that safety is
2 actually ensured?

3 SPEAKER: Can I ask a clarifying
4 question?

5 SPEAKER: Yeah.

6 SPEAKER: I'm confused because where this
7 has now changed, and now we're saying it's the
8 study area, this whole thing started out, at least
9 originally, for people in the area of Ridge Road,
10 you're now talking about Crabtree Valley Mall. I
11 can't answer a question for the traffic. Everyone
12 was told, at our earlier meeting, that the reason
13 we're making 440 eight lanes so that it alleviates
14 a lot of the traffic. [Inaudible] Crabtree and
15 that itself has caused all the issues. So your
16 question is a little nebulous when you're talking
17 about the safety of a biker on Glenwood and -- and
18 Lead Mine or Ridge Road? Those are two totally
19 different answers, aren't they?

20 SPEAKER: Yes. So -- so I think that
21 question could be captured on here as, kind of,
22 appropriate, kind of, responses for bikers in one
23 place or pedestrians in another place. So that
24 what is needed to ensure safety would be a variety
25 of approaches, based on -- based on the place. So

1 based on Glenwood, sort of, a crosswalk across an
2 interchange or Ridge Road, what is needed for
3 safety could be a diverse set of approaches that
4 treat roads appropriately.

5 SPEAKER: Sure.

6 SPEAKER: Yes, from your household's
7 experience. Absolutely.

8 SPEAKER: Is that how this is going to --
9 so that's a great question --

10 SPEAKER: Yep.

11 SPEAKER: Is that how this is going to --
12 because this gentleman has a great point, he's
13 dealing with traffic on 440 and Glenwood, and if I
14 were him, I would want that alleviated, but if he
15 lives on Ridge Road, I'm sure he wouldn't want it
16 alleviated by putting three or four thousand cars
17 on a road with five schools and four churches and
18 kids.

19 SPEAKER: You're absolutely correct. My
20 point about the whole system here --

21 SPEAKER: This is my concern, is that
22 this is going to go back to DOT, and this gentleman
23 has very good points. We all agree. I mean I
24 can't say all, but I would vehemently agree with
25 his points. However, you filter it the wrong way,

1 you filter it as if this gentleman says, no, no,
2 no, I want there to be a bridge that dumps 3,000
3 cars on Ridge Road.

4 SPEAKER: Right.

5 SPEAKER: I don't think he would say
6 that.

7 SPEAKER: No, I don't want that.

8 SPEAKER: Right, but I'm saying, he
9 doesn't live on Ridge Road or in the area. This is
10 where this gets --

11 SPEAKER: Considering what he just said,
12 we are trying to give them [inaudible].

13 SPEAKER: No, I don't disagree that's --

14 SPEAKER: [Inaudible] we're not trying to
15 come up with solutions, and I thought were supposed
16 to give suggestions --

17 SPEAKER: Oh, no, they don't --

18 SPEAKER: -- [inaudible].

19 SPEAKER: Well, that's why they're doing
20 it this way, so that they can conquer and divide
21 you and then change one unified force.

22 SPEAKER: So is this -- so as part of the
23 record, is this to saying that there's a concern
24 that one area's comments or values, right, one
25 area, or the -- would -- are not seen as impacts or

1 affects in areas outside the study area?

2 SPEAKER: Correct.

3 SPEAKER: Is that -- and so what that
4 would do is direct the design teams to look at
5 context appropriately and effectively, so that the
6 community, if this is a community concern, then the
7 community does not give a thumbs up to a plan that
8 looks, abstractly, at a single area, doesn't look
9 outside the core study area boundaries, and doesn't
10 look for impacts outside that. Is that -- does
11 that capture that?

12 SPEAKER: I think it captures that.

13 SPEAKER: I think it's probably a lot
14 more than that. I want to make sure we keep
15 digging into it, right? But at least as a step
16 there.

17 SPEAKER: Yeah.

18 SPEAKER: Okay. Does that make sense to
19 everybody?

20 SPEAKER: The part of the issue about the
21 study which is why --

22 SPEAKER: No. Absolutely. Right. Yeah,
23 it's not a zero-sum thing, right? I mean, if you
24 start pushing one area, are you just going to,
25 just, sort of, move that problem to another area?

1 SPEAKER: Right.

2 SPEAKER: I'm absolutely hearing that.
3 So speaking from -- and so for the moment, if this
4 doesn't work, we'll sort of, work around, but for
5 the moment, speaking from your household's
6 experience or your work experience, in the study
7 area described in the presentation, what is needed
8 for safety?

9 I said, it may mean that your household
10 -- if your household doesn't experience or have a
11 stake in the safety along Glenwood, near Crabtree,
12 if your household doesn't have a stake in safety
13 there, then there might not be an answer. But as a
14 Raleigh resident, I have a stake in safety there
15 'cause I shop at Crabtree.

16 SPEAKER: You know --

17 SPEAKER: So --

18 SPEAKER: And I'm not trying to
19 [inaudible].

20 SPEAKER: Yeah. Yeah.

21 SPEAKER: Your comments are perfect. But
22 it confuses me even more.

23 SPEAKER: Okay.

24 SPEAKER: In that area we're talking
25 about from Glenwood --

1 SPEAKER: Yeah.

2 SPEAKER: -- from South of 440 --

3 SPEAKER: Yep.

4 SPEAKER: -- to Lead -- north of Lead

5 Mine Road --

6 SPEAKER: Yep.

7 SPEAKER: -- there is not a single house

8 there, is there?

9 SPEAKER: No.

10 SPEAKER: Well, in the study area,

11 there's a lot of houses.

12 SPEAKER: No, I know that. That -- but

13 that's my point, though. So what you just said

14 though, was safety along Glenwood. But it's my --

15 at issue is the study area, is Ridge Road

16 considered the study area?

17 SPEAKER: I would -- I would consider the

18 north end of Ridge Road --

19 SPEAKER: Right, and that's the false

20 premise. So if you put all of a sudden, in the

21 study area, is we're going to take a bridge and

22 we're going to put it on to Ridge Road, and we're

23 putting our hands up and saying we're dumping a

24 road onto the north end of Ridge Road, but we're

25 not effecting Ridge Road. That's what I'm hearing

1 at every meeting I come to. You're effecting Ridge
2 Road by putting 3,000 cars on it.

3 SPEAKER: So let me try let me try to
4 connect the dots if, I could. Let me try to
5 connect the dots and put them into something for
6 this questionnaire. What is needed for safety for
7 your family and the people that live and travel
8 through the area would be not simply rerouting
9 massive traffic flows onto Ridge Road.

10 SPEAKER: Perfect, you can put that on
11 there for me. That's well said.

12 SPEAKER: What is needed for safety? Not
13 adding [inaudible] --

14 SPEAKER: And -- and I'd like to add to
15 that [inaudible] traffic has already been rerouted
16 and --

17 SPEAKER: Yes.

18 SPEAKER: -- rerouted [inaudible] massive
19 traffic volume onto north end of Ridge.

20 SPEAKER: On any end, because you've got
21 another project coming on the other end.

22 SPEAKER: I know it's not -- it's not, I
23 know it's not my conversation to facilitate though.
24 That's -- but at least if we get -- because you
25 figure that it's a flow, right? And so if you

1 don't -- if you were to dump a massive amount of
2 traffic onto the north end of Ridge Road, you would
3 expect impact across all over [inaudible]. So if
4 we could avoid this, because this is the
5 [inaudible]. And it puts it --

6 SPEAKER: Which I would -- as [inaudible]
7 saying that you have to consider the impact of your
8 project on Ridge Road.

9 SPEAKER: Right.

10 SPEAKER: Okay.

11 SPEAKER: Great.

12 SPEAKER: Which has to do with scope,
13 because it's not just the study area, it's the
14 impact to the surrounding areas.

15 SPEAKER: Okay.

16 SPEAKER: And it's not just Ridge Road,
17 it's all surrounding areas.

18 SPEAKER: Right, absolutely. Right.
19 That's -- speaks right to the complexity of this,
20 right?

21 SPEAKER: I -- I think --

22 SPEAKER: Yeah.

23 SPEAKER: -- for Ridge Road and for on
24 the other side where I'm at, you need to have some
25 way, somehow, effective speed limits --

1 SPEAKER: Okay.

2 SPEAKER: -- that are somehow, some way,
3 you can't get maniacs driving 10 or 15 miles an
4 hour over the speed limit.

5 SPEAKER: Every day, yeah.

6 SPEAKER: Because they're trying to --

7 SPEAKER: Can you say forcing --

8 SPEAKER: They're trying to think -- what
9 their trying to --

10 SPEAKER: Because their trying -- because
11 it's 5:07 p.m. and the traffic is increasing due
12 the rush hour, and they're trying to get from point
13 A to their home in 25 minutes, as opposed to 55
14 minutes.

15 SPEAKER: Right. So how would -- could
16 we say -- I don't want to -- like, is that reckless
17 driving? Is it just -- could we just call it
18 reckless driving, or is at particular times of day?
19 So is it the rush-hour problem, or do you --

20 SPEAKER: I think it's more a rush-hour
21 problem than it is at 1:30 in the afternoon.

22 SPEAKER: The speed, itself, happens more
23 often when it's not rush hour.

24 SPEAKER: That's exactly right.

25 SPEAKER: Okay.

1 SPEAKER: But the volume to the speed
2 limits but can't be [inaudible].

3 SPEAKER: But also during the rush hour,
4 you've got so much traffic that the volume that --
5 people trying to rush across the intersection on
6 the yellow light and then it turns red and they're
7 blocking me, they're blocking the --

8 SPEAKER: Pedestrians.

9 SPEAKER: Well, for pedestrians, but
10 they're blocking the cross traffic trying to get
11 through --

12 SPEAKER: Right.

13 SPEAKER: -- on it -- on their green
14 light.

15 SPEAKER: Okay. So --

16 SPEAKER: And trying, you know, trying to
17 rush ahead 'cause you know a light's going to turn,
18 that's not --

19 SPEAKER: But that's the only way to get
20 through.

21 SPEAKER: That's --

22 SPEAKER: I mean --

23 SPEAKER: So I'm hearing rush hour
24 reckless driving. I'm hearing, kind of, all hours
25 --

1 SPEAKER: All hours.

2 SPEAKER: -- and I'm hearing, kind of,
3 pedestrian -- I mean just, sort of, pedestrian
4 safety, right? I mean, being able to -- more time
5 for crossings. Maybe shorter pedestrian crossing
6 distance.

7 SPEAKER: Well, pedestrian and getting
8 them, you know, those who ride bicycles.

9 SPEAKER: Okay.

10 SPEAKER: I mean, I thought we were
11 supposed to have some solutions when we came here,
12 so in my opinion, reducing speed limit on Ridge
13 Road, specifically, showing the speed of -- those
14 little signs that's have your speed is this, right
15 below the speed limit sign. And enforcing it, they
16 train a lot on Ridge Road, but they don't actually
17 --

18 SPEAKER: They need to be here during
19 rush hour to do it, or in the morning time.

20 SPEAKER: Leading green lights, I think,
21 would have a lot of help at the Glen Eden
22 intersection, which appears to be fairly -- that's
23 where people go in the intersection. And also at
24 Lake Boone, because you can't get through it and
25 [inaudible] you do that.

1 SPEAKER: Okay.

2 SPEAKER: So leading greens in the turn
3 lanes.

4 SPEAKER: So you're telling me, kind of
5 -- so comprehensive traffic [inaudible]. So
6 there's a lot of measures --

7 SPEAKER: Leading -- I mean for safety,
8 I'm talking about leading greens, specifically, on
9 the intersection.

10 SPEAKER: What's a leading green?

11 SPEAKER: It's where everybody's stopped
12 and only the people turning left [inaudible]
13 direction go first.

14 SPEAKER: Leading green [inaudible]
15 leading light for left turn.

16 SPEAKER: Oh, so --

17 SPEAKER: It comes on first --

18 SPEAKER: The protected left turn.

19 SPEAKER: Yeah.

20 SPEAKER: Yes.

21 SPEAKER: I don't know what you call it,
22 I've been told it's leading green.

23 SPEAKER: Okay. And you'd say that is on
24 Ridge Road, is that something that --

25 SPEAKER: Yes.

1 SPEAKER: -- is that something that would
2 be evident in other parts of the study area, or --

3 SPEAKER: Well, if you reduce the volume
4 of the traffic, you may not need it as much, but --
5 anyways. And I would say, limited access. Not no
6 access, but limited access.

7 SPEAKER: Limited access to Ridge Road?
8 In what way? Just shut it off?

9 SPEAKER: Especially, in rush hour.

10 SPEAKER: There should be no access to
11 North Ridge Road.

12 SPEAKER: Well, I think residents, you
13 know, you can have transponders that open gates.
14 You can have [inaudible] the residents, and --

15 SPEAKER: Sir, are you allowed to answer
16 the question, is -- no disrespect to the engineers
17 back here -- I'm sorry, but I'm concerned that we
18 have people that are bidding the job listening and
19 how to combat getting around what we're concerned
20 about. It's nothing personal, but is the developer
21 who's putting in the condos and the houses in
22 Crabtree, is he here? And if he is or she is here,
23 I like to be on record that they're here listening
24 to this.

25 SPEAKER: That, I have no idea.

1 SPEAKER: 'Cause they're probably a big
2 huge proponent of dumping all the traffic problems,
3 so their values go up, and just dump them onto
4 Ridge Road.

5 SPEAKER: So I don't know the answer to
6 that. And to be honest, while I'm a Raleigh
7 resident, I'm -- I live in a different part of
8 Raleigh, and these conversations are new to me.
9 And so I can't -- I don't have the background to
10 provide on that. And I don't know if -- yeah. So
11 -- okay. So can we -- so what -- what's needed for
12 safety?

13 SPEAKER: Well, I don't have a lot of --
14 I don't live in the area, so most of my concern is,
15 I guess you could say, it goes with the pedestrian
16 safety.

17 SPEAKER: Okay.

18 SPEAKER: And that's a general -- just in
19 a general area, but not just Ridge Road, but
20 everywhere -- you see people crossing on Glenwood
21 and it's -- everyone always makes a joke, putting
22 their -- you know, their lives in their hands as
23 they cross.

24 SPEAKER: Yeah, it's really -- I mean --

25 SPEAKER: And I think a lot of that has

1 to do -- I think a lot of that has to do with what
2 she said about the scope and looking at ways to
3 take -- you know, the question is, is most of the
4 traffic generated from the people who live here and
5 work here and play here, or is mostly from people
6 driving through here? I don't know what the answer
7 is, but if it's going through, then we need to
8 figure out ways to get people out of going through
9 this area, versus fixing the area that just allows
10 people going through it faster.

11 SPEAKER: Right, so for safety,
12 alternative routes would be very desirable, in my
13 opinion.

14 SPEAKER: Right. If I could avoid going
15 down Glenwood at any cost, I would, right? Let's
16 make it easier for those people.

17 SPEAKER: Alternative -- alternative
18 routes for getting people off of Ridge Road.

19 SPEAKER: For thru traffic.

20 SPEAKER: I think it's both. I think
21 it's all the roads. So it's not just Ridge Road.

22 SPEAKER: Yeah, it's not just Ridge Road.

23 SPEAKER: Yep. No, I'm just standing
24 from my -- yeah. I got you.

25 SPEAKER: From my perspective, it's off

1 of Glenwood. For yours, it's Ridge Road. So if
2 that's the case, is there a way to get people out
3 of -- from going through the study area versus
4 going around it?

5 SPEAKER: Right.

6 SPEAKER: What's that?

7 SPEAKER: I'd like to make one last point
8 on safety and --

9 SPEAKER: Sure. Absolutely.

10 SPEAKER: -- and this applies on Ridge
11 Road, you know, which, I guess, I'm not supposed to
12 speak about. I'm supposed to speak about my
13 experience, but I -- well, let me just say that
14 sometimes solutions are come up with, where they
15 have medians, and they have trees in the middle of
16 the median, and they've got trees right along the
17 curb, and when you've got a one-year old tree or
18 two-year-old tree that's two-inch diameter, as
19 you're driving, it's only affecting your sight
20 line, as you're driving, of pedestrians on the side
21 walk. But when it gets to be thirty years, that
22 thirty-year tree, may be eight inches or ten inches
23 in diameter, and that restricts your sight of
24 vision.

25 And I used to live some place where that

1 came to fruition. I mean, as far as safety, it's
2 nice to say, you know, trees are pretty -- and they
3 are -- but if they restrict the sight of vision,
4 that's not safe.

5 SPEAKER: So can we say avoid obstructed
6 vision?

7 SPEAKER: Now, and in the future.

8 SPEAKER: Now, and in the future, and
9 I'll put trees.

10 SPEAKER: Look to the long run.

11 SPEAKER: You could have flowers that are
12 just as pretty, that don't have the height or the
13 diameter.

14 SPEAKER: So we'll keep moving for now.
15 If other things come up about safety, let me know.
16 Okay. So next question. Is there a specific
17 valuable community asset -- like some people can
18 name, right, and go -- maybe go out and look at it
19 in person, right -- but a specific valuable
20 community asset important to community or the
21 neighborhood located within this project zone --
22 and obviously, within in conversation we're
23 structured with what our conversation is, right?
24 Kind of, I think, unavoidable. If we could speak
25 to the, you know, the study area as part of this

1 conversation, that would be great. If the
2 community assets come up that are [inaudible] Ridge
3 Road, we're going to write them down. But specific
4 community assets you could point to or name that
5 would be impacted by any changes, right? So
6 obviously, the parts of this whole area that don't
7 work. That's why there's a study; that's why
8 there's going to be a project. But what are the
9 things that are valuable now that maybe impacted by
10 any change that we need to make sure we recognize?

11 SPEAKER: You ask more specific -- when
12 you say an asset, you mean a park or a specific --
13 you, kind of, ask about a physical thing?

14 SPEAKER: It could be something that we
15 could name. It could be a park, it could be --
16 anyways, yes. Something --

17 SPEAKER: So you have two bike lanes and
18 sidewalks with kids that walk and use it every day.
19 It's -- that will go away when we add cars to this
20 street.

21 SPEAKER: Like, [inaudible] sidewalks in
22 front of Ridge Road?

23 SPEAKER: Yep.

24 SPEAKER: Okay. What else? What do you
25 think?

1 SPEAKER: If there is a situation where
2 children try to walk to school, be it an elementary
3 school or a middle school, that's valuable, and
4 they can -- they can do it [inaudible] safely.

5 SPEAKER: Yes.

6 SPEAKER: Yep.

7 SPEAKER: Or you can walk into church.

8 SPEAKER: I agree.

9 SPEAKER: And it's -- if this project
10 results in kids can't walk safely, that's -- that's
11 getting rid of a valuable community asset.

12 SPEAKER: I think that's a great metric,
13 right? You can look at all the different ways that
14 pedestrians move around. This one is specific,
15 it's about a time of day, it's about an age group.

16 SPEAKER: Well, and also children
17 bicycling to school.

18 SPEAKER: Yep.

19 SPEAKER: And so if you can get that
20 right, then you'd expect a lot of other things to
21 come along with that.

22 SPEAKER: Or if you could maintain that,
23 I assume -- well, I guess we're not supposed to
24 assume, but if Ridge Road's already got that,
25 that's a valuable asset, you don't want to lose it,

1 [inaudible] and biking.

2 SPEAKER: We want to be able to use it as
3 well.

4 SPEAKER: Yeah, that's a great idea.

5 SPEAKER: Right now, I would not put a
6 kid on a bike going in those lanes right now.

7 SPEAKER: Okay.

8 SPEAKER: Certainly not with --

9 SPEAKER: What about -- what about
10 thinking -- what about thinking about the north end
11 of Ridge Road? What about thinking about, kind of,
12 around Crabtree? What about on and off with 440?

13 SPEAKER: You have to consider the impact
14 of what we do on the entire [inaudible].

15 SPEAKER: Yes. No, no, no. Absolutely,
16 absolutely.

17 SPEAKER: If you -- for example, if you
18 eliminate the [inaudible] flyover, then people have
19 access Lake Boone Trail, and that is where the
20 school zone is.

21 SPEAKER: Oh, I'm absolutely with you.
22 I'm absolutely with you. I think that for the
23 designers -- for the designers to have really
24 effective information about the study area, if we
25 can stretch to what you know of, kind of, the

1 Crabtree area, right, the study area on the map.
2 We've talked about Ridge Road, it's important, I'm
3 not trying to discourage that. But I also I want
4 to make sure that we talk about this other study
5 area, too, so these guys who are going to be
6 charged with the study area have specifics to work
7 with.

8 SPEAKER: I think -- well, I think a
9 valuable community asset is, it's already under way
10 that you're going to widen the Beltline on the west
11 side. The question being asked, that came out of
12 the first two meetings --

13 SPEAKER: Is that valuable? To widen --
14 to widen [inaudible]?

15 SPEAKER: Yeah, it is. And the question
16 that's been asked, and no one has answered, is why
17 the hell are we doing both at the same time? Why
18 not do the widening, get that all figured out, and
19 then if there's still an issue that you need to
20 fix, then you fix it. But it seems to me that now
21 that the money's been approved, it's typical
22 government, right, it's in the bank, you might as
23 well spend it.

24 SPEAKER: Okay. I don't -- I don't know
25 the answer to that, but I'm going to put it down

1 here.

2 SPEAKER: It's a sequencing issue, I have
3 a lot to say about that, too.

4 SPEAKER: Yep. Okay. So thinking about
5 the area, is there anything, like, literally, when
6 you say about --

7 SPEAKER: Neighborhood feel.

8 SPEAKER: The neighborhood feel where?

9 SPEAKER: Which includes --

10 SPEAKER: The neighborhood feel where?

11 SPEAKER: Well --

12 SPEAKER: Because --

13 SPEAKER: You can see it's already gone
14 away at the intersection over there by Blue Ridge
15 Road. But trees -- okay, put trees on there if you
16 want. To clarify, there are 1,925 students
17 enrolled in the schools. The Meredith College uses
18 Ridge Road. You see people running from the --
19 students from Meredith College [inaudible] 1,925
20 people. The Ridge Road runners, they gather
21 [inaudible] at Ridgewood, and they have groups run
22 and biking down Ridge Road.

23 SPEAKER: Uh-huh. Okay. So -- so I'm
24 still trying to turn -- turn the conversation from
25 the space of Ridge Road to the space along

1 Glenwood, Crabtree.

2 SPEAKER: I think, and I know what you're
3 doing there, but --

4 SPEAKER: Here's the thing -- and here's
5 -- their fixing -- I need to get this for the
6 record, though.

7 SPEAKER: What kind of study area -- the
8 study area --

9 SPEAKER: Dude, I'm trying hard to get
10 that for the record --

11 SPEAKER: I know, but hold on --

12 SPEAKER: Can I ask you a simple
13 question? Is there anything that you would call a
14 community asset? Anything of value in the study
15 area that you want to get on record that would be
16 negatively impacted by the project?

17 SPEAKER: I just gave you a bunch right
18 there.

19 SPEAKER: I think these trees and
20 schools, I think you're talking about Ridge Road.

21 SPEAKER: Yes, because that's where I was
22 going. The study area you're talking about is a
23 mall. There's nothing in there, no one lives in
24 that area.

25 SPEAKER: [Inaudible]. If you look at

1 the extent of that, there are neighborhoods --

2 SPEAKER: There's a -- there's one or two
3 [inaudible] --

4 SPEAKER: There are people that work
5 there. There are people's livelihoods depend on
6 the -- the ability of that neighborhood, of that
7 area to support traffic, to support pedestrians.

8 SPEAKER: Totally great. And I think
9 what you're hearing overwhelmingly is, we want to
10 come up with a solution for that, not at the
11 expense of Ridge Road.

12 SPEAKER: Yes. Absolutely.

13 SPEAKER: See, what this session is going
14 to do, what I'm already sensing is you're trying to
15 cleave off --

16 SPEAKER: Well, we don't want to talk
17 about Ridge Road.

18 SPEAKER: We don't want to talk about --
19 Ridge Road is this project. Those two -- you can't
20 say we're going to do improvements on the north
21 side of Ridge Road and it's going to have no impact
22 on Ridge Road.

23 SPEAKER: I'm not trying to say that.

24 SPEAKER: But you keep saying, well,
25 outside of just small little change on Ridge Road.

1 It's going to change it.

2 SPEAKER: Yeah. I totally agree with
3 you.

4 SPEAKER: Okay.

5 SPEAKER: I totally agree with you. I'm
6 trying to facilitate a whole conversation that gets
7 to your concerns --

8 SPEAKER: But you can't separate the two,
9 though, is what I'm --

10 SPEAKER: I'm not trying to separate the
11 two. I'm trying to add detail across the whole
12 conversation.

13 SPEAKER: Sure. Sure.

14 SPEAKER: I'm not trying to separate the
15 two, I'm not trying to throw that away.

16 SPEAKER: Okay.

17 SPEAKER: I'm trying to add detail across
18 the whole area because people will be charged with
19 coming up with a plan for the Glenwood Park, right?
20 They're going to be charged with that. If they can
21 read that at the same time, then they'll be smarter
22 about it. But in the Glenwood Park, is there
23 anything of value in the neighborhoods that about
24 it; in any of the water ways, in any of the natural
25 environment that remains, in the commercial or

1 consumer assets; what is their value? And that --
2 so we can add detail to that part of the
3 conversation in addition to this.

4 SPEAKER: Okay.

5 SPEAKER: Green space.

6 SPEAKER: Green space? Where is the
7 green space?

8 SPEAKER: There's green space on the --
9 what's the name of that park on Glen Eden?

10 MR. HANK: It's the House Creek,
11 Greenwood, which goes by the Glen Eden Pilot Park.

12 SPEAKER: Right, and you got green space
13 on private property. [Inaudible]. We have green
14 space on -- at the University of -- what's it
15 called now, the University Club [phonetic]? It
16 used to be the Faculty Club [phonetic].

17 SPEAKER: [Inaudible].

18 SPEAKER: Yeah. So can I just bring up,
19 oh, I'm sorry, go ahead.

20 SPEAKER: And you have cleaner air,
21 currently, than what we going to have.

22 SPEAKER: Oh, still, so right now the air
23 quality is better than it may be in the future.

24 SPEAKER: Uh-huh.

25 SPEAKER: I'm sorry.

1 SPEAKER: No, no, you're fine.

2 SPEAKER: So I don't want to get into
3 solutions, but like, one of the little things here
4 that is interesting to me is if you're going to
5 keep Ridge Road open on the north to access it, as
6 is, let's say, now, I don't think where the
7 accidents occur, when I went to the other meeting,
8 is when you get on Ridge Road north to get on the
9 beltline, that's a short little shoot people are
10 going on Glenwood.

11 So I hope the engineers were looking at
12 design features that say get rid of the access on
13 440 because it's easy to get on 440 in other places
14 off of Ridge that would take all that -- that's a
15 little fix that if it's an accident issue, then
16 you're not making huge changes to make big
17 improvements, right?

18 SPEAKER: Yeah.

19 SPEAKER: You know what I'm talking
20 about?

21 SPEAKER: Sure. Yeah, I understand.

22 SPEAKER: Well, can I go ahead and say
23 what my other thought is that they want on the
24 other board? Because I want sure that it doesn't
25 get lost in this.

1 SPEAKER: Let me check my clock.

2 SPEAKER: On ramp, there's also an off
3 ramp to get on Glenwood and there [inaudible].

4 SPEAKER: Is it a --

5 SPEAKER: You're working four or five
6 things here.

7 SPEAKER: No, I know.

8 SPEAKER: The biggest thing that I want
9 to say is --

10 SPEAKER: Yep.

11 SPEAKER: -- that, I think, the thing
12 about knowing where the traffic is going from and
13 to, Waze has that data. Have you tried anything to
14 access that data, and therefore use that data
15 through data integration techniques and apply it to
16 this project to look for alternative routes than
17 what you're immediately considering to get people
18 from where they want to come from to where they
19 want to go?

20 SPEAKER: So integrate comprehensive
21 traffic data. And I think that --

22 SPEAKER: Using Waze, I want to put that
23 on there, 'cause that data already exists. It's
24 not from the getting new data. It exists, so if
25 you can capture that and do something with it to

1 look at the scope of where you're going, I think
2 that's a major [inaudible].

3 SPEAKER: Okay. Absolutely

4 SPEAKER: I mean, what you're trying to
5 pull out of us -- and I'll go ahead and say it
6 -- but I think the Crabtree Valley Mall on Glenwood
7 [inaudible] area, is slated to be a growth area,
8 it's going to be a growth area. People are
9 building, what, 30-story-tall buildings, they're
10 coming. And I think we, just, need to acknowledge
11 that it's going to be a valuable asset to Raleigh, as
12 a whole, right? In general, right?

13 SPEAKER: Uh-huh.

14 SPEAKER: The commercial aspect, the
15 residential, the -- you know, that's a valuable
16 community asset. And I think that it just needs to
17 be acknowledged; it's going to happen no matter
18 what. We just need to figure out a way to get in
19 and out of there.

20 SPEAKER: We need to get the people who
21 aren't going there, though, by --

22 SPEAKER: Yes, that's what I keep --

23 SPEAKER: I would -- I would -- I would
24 hope -- I would hope that the efforts that are done
25 here will result in improvements that are good for

1 at least 10 years, if not more. I hope that it's
2 not a situation where this project may end in 2022
3 and at the 4th of July of 2023, it's already --

4 SPEAKER: Too late?

5 SPEAKER: -- it's already overrun, it's
6 already at a 120 percent capacity. With that, that
7 seems to be --

8 SPEAKER: Uh-huh.

9 SPEAKER: -- what has occurred here and
10 is far more than 120 percent right now for that
11 exit and on -- on --

12 SPEAKER: On Glenwood.

13 SPEAKER: Right. And that's --

14 SPEAKER: Right. Absolutely.

15 SPEAKER: And I think the impact --

16 SPEAKER: So building design for the
17 future, not shortsighted.

18 SPEAKER: Well, I mean, it's maybe
19 something as simple as, you know, when they -- 30
20 years ago, when they built interstate highways --

21 SPEAKER: They left room for future
22 [inaudible].

23 SPEAKER: -- they built two lanes each
24 way, but they left ground, so that they could have
25 a third lane in the future.

1 SPEAKER: Right.

2 SPEAKER: And that all goes to the scope
3 -- the scope thing, like, what is -- what are the
4 designers told to do. We don't know that.

5 SPEAKER: Well, if you want to -- and the
6 assets, I think, Brookhaven and Oak Park are also
7 communities that are being affected by it, through
8 traffic, 'cause there are other communities.

9 SPEAKER: So if I were surmise [sic] it,
10 I don't know if it's in here -- I think Brian
11 brought up, probably, the best point so far --

12 SPEAKER: Uh-huh.

13 SPEAKER: -- is let's go on the premise
14 that Glenwood Mall Metroplex is going to be a
15 growth area. I think you -- why do you have
16 everyone up in arms? Is because what everyone
17 feels is that the solution to that is to have
18 pressure release valves, which are Blue Ridge and
19 Ridge Road. We can't get away from that, and
20 that's what I'm so concerned about this process is
21 that's being lost. If you guys -- if the design
22 engineers and the NCDOT said, we're not touching
23 Ridge Road, period, we're not putting anything on
24 it, then this all goes away.

25 SPEAKER: Okay.

1 take property by adding --

2 SPEAKER: But no, no, no, the money has
3 been appropriated. Next year they're taking the --
4 taking property, and from 2020 to 2022, that road
5 is under construction, complete reconstruction.

6 SPEAKER: So how is that a lesson for
7 this? How is -- because -- because --

8 SPEAKER: Well, my -- my question -- and
9 I'm sorry to have to say this --

10 SPEAKER: No, this is good. Say it.

11 SPEAKER: I'm sorry -- I'm sorry to have
12 to ask this. Does the head of this project, do
13 they know that they're doing work on Blue Ridge
14 Road? Because when I asked the design firm person
15 in the meeting, you know, hey, they're doing stuff
16 in Crabtree. He said, well, we're in and Crabtree
17 [inaudible] acted like that wasn't his problem.
18 Well --

19 SPEAKER: So --

20 SPEAKER: It ought to be.

21 SPEAKER: No, yeah, I'm hearing. I'm
22 trying to -- I'm trying to think about how that is
23 a lesson for this project.

24 SPEAKER: Well, what that -- but what I'm
25 saying --

1 SPEAKER: But isn't the biggest problems
2 to address is that in a relationship between the
3 projects --

4 SPEAKER: What I'm trying to say is, the
5 final design of Blue Ridge stays one lane each
6 direction. So if -- if residents of Ridge Road
7 think, oh, I can take Blue Ridge Road because
8 there's construction on Ridge, they're going to go
9 on construction on Blue Ridge Road.

10 SPEAKER: And what about the people who
11 are going through the Wade Avenue interchange?
12 They're going to pass Ridge, or Blue Ridge, or --

13 SPEAKER: Yep.

14 SPEAKER: Uh-huh. Uh-huh.

15 SPEAKER: That's a point --

16 SPEAKER: So they've got a schedule.
17 They've got a schedule for the Blue Ridge Road
18 project, which ends at Crabtree Valley Avenue.

19 SPEAKER: So on -- so on a couple of
20 those comments, I think we're, kind of, getting to
21 this next question of how -- how can DOT, actually,
22 be a partner in this process. Right? And I think
23 we've, kind of, touched on some of these answers,
24 already, in a few different ways. But you know,
25 what can NCDOT or demonstrate that actually be a

1 partner with the community of stakeholders? Right?
2 What can they do to build trust, what can they do
3 to build buy in and engagement?

4 Looking at lessons from projects like the
5 Blue Ridge Road, for instance, looking at your
6 comment, I really want to dig into this about how
7 you're, sort of, feeling about these projects being
8 separated, I want to capture that here. So for all
9 of guys, how does DOT be a trusted partner to the
10 community stakeholders, while also keeping in mind
11 that DOT has a really complicated task. Don't
12 forget. But how does -- how does DOT work as a
13 really effective partner in this?

14 SPEAKER: So I think -- I mean, I don't
15 know -- you guys have obviously been to more
16 meetings, but I think transparency is a little
17 lacking. And maybe, I think the other big word is
18 comprehensiveness. No one's talked about how this
19 potential project links up with 440 links up with
20 Blue Ridge, links up with, you know, the other 15
21 things that are going on. I've never seen anyone
22 talk --

23 SPEAKER: The comprehensive master plan
24 for how many ever [sic] square miles all of these
25 projects are --

1 SPEAKER: Right. So the study --

2 SPEAKER: -- working on.

3 SPEAKER: Right. The study area is
4 limited because you can only study so much, but at
5 the end of the day, they have multiple study areas
6 that they can link up together, all kinds of data
7 to link up. But it's not been -- I've never seen
8 anything that says, doing one, two and three does
9 all of this.

10 SPEAKER: Yeah. And I think to your
11 point --

12 SPEAKER: What was your first name?

13 MR. HANK: Hank?

14 SPEAKER: Hank. Here's -- here's again
15 -- I live on Ridge Road. I put a lot of money into
16 my house. That goes away the second this gets
17 approved to change this road. And I will tell you
18 that my view on this whole thing is, your point on
19 Blue Ridge, the reason why that got done and all
20 this is just the -- the state government approved
21 the budget; it's in the bank -- And no disrespect
22 to these guys, and they want to get a paycheck and
23 they want Christmas bonuses -- it's burning a hole
24 in their pockets. This is window dressing to these
25 guys because all they want to do is start putting

1 bulldozers in the ground. I don't blame them.
2 That's their job.

3 But I'm telling you, that whole -- and
4 they did not expect this. Talk about
5 transparency, and why a lot of us think this is BS,
6 is because the only reason why we're doing this is
7 because the smaller you conquer and divide -- Blue
8 Ridge didn't have any notices -- not as many houses
9 on it. Now, all of a sudden, you're impacting
10 Ridge Road, and Ridge Road isn't just Ridge, it's
11 Glen Eden, it's Churchill. Churchill's going to be
12 a four-lane road because you come down Ridge,
13 you're going to make a left Churchill. They got
14 400 people at a meeting, they thought they were
15 going to get four. And that's why we're doing
16 this. And that's why we're conquering and dividing
17 -- and again, no disrespect to your firm, but
18 you're doing -- this is what you do in -- to
19 conquer and divide and get the answers you want out
20 of this.

21 SPEAKER: Well, if you can put one number
22 three --

23 SPEAKER: It's ridiculous. That's why
24 they're permanent buildings. And they're going to
25 spend their money.

1 SPEAKER: The houses, I think -- the
2 valuable community assets are the houses, they're
3 valuable to the community.

4 SPEAKER: How's [inaudible]?

5 SPEAKER: They're not [inaudible].

6 SPEAKER: Residents.

7 SPEAKER: Yeah [inaudible].

8 SPEAKER: I'm sorry.

9 SPEAKER: So how else can DOT be a
10 partner? How can I capture what you [inaudible]?
11 So you're talking about, kind of, you know, this,
12 sort of, big, kind of, macro level, right? The DOT
13 has a big budget, there's a lot we need to do this
14 work. The work maybe needs to be done, and
15 [inaudible]. There's an urgency to do the work, I
16 think you're talking about. How do I capture that
17 as --

18 SPEAKER: Okay --

19 SPEAKER: Actually, frame it as a way for
20 --

21 SPEAKER: I don't have anything further
22 but -- so if you try -- if you go back in the
23 history books, the reason why -- this is -- again,
24 this is talking to DOT --

25 SPEAKER: Uh-huh.

1 SPEAKER: -- DOT's telling me there once
2 was a 2011 study done on the accidents and the
3 traffic at Glenwood. That's 2011. But Raleigh is
4 a different city, since 2011, in traffic patterns.

5 SPEAKER: Uh-huh.

6 SPEAKER: So all this is saying to
7 everyone, and why everyone's up in arms, is we're
8 going to take the traffic and let's -- let me put
9 my Smithers hat on and I'm going to be the guy from
10 the Simpsons. I'm going to be mean and I'm going
11 to say, all I want to do is make money. If I were
12 a commercial interest, I would love for you to take
13 pressure off of the Glenwood Interchange and dump
14 it on Ridge Road. This's a simple solution. And I
15 would put a nice little flag ridge on, and you take
16 3,000 or 4,000 cars a day off, life is great, I can
17 get better access to my apartment buildings and my
18 stuff going there. No one -- no one wants to say
19 that, 'cause that's, really, what you're going to
20 try to do. 'Cause the only real estate, the way
21 they have right now, because they're not looking at
22 440 from Falls of Neuse all the way down to
23 Meredith College 'cause that's the issue.

24 SPEAKER: Part of this -- so is it, kind
25 of, sort of, honest discussion about --

1 SPEAKER: I don't think anyone at NCDOT
2 is being dishonest. I think the problem is it's --
3 it was a plan and a thought almost seven, eight
4 years ago, to now, the money got dropped into the
5 budget, and it's, like, you better spend it or
6 you're going to lose it.

7 SPEAKER: Is it, kind of, about, kind of,
8 honest sharing about what the -- what the big issue
9 -- what the big inferences are?

10 SPEAKER: It's the narrow focus.

11 SPEAKER: Very narrow focus.

12 SPEAKER: From DOT?

13 SPEAKER: So I don't know what -- I don't
14 know DOT's plans are because they changed, right?
15 I -- the one that's on their website, they say
16 they're not doing the jug handle from behind
17 Crabtree onto Ridge, they say they're not doing
18 that.

19 SPEAKER: But regardless, again, my point
20 on this -- and [inaudible] say it is -- they're
21 looking at improving existing homes and they're not
22 really researching where people want to go and try
23 and --

24 SPEAKER: I agree.

25 SPEAKER: -- find the best route to move

1 forward. You know --

2 SPEAKER: So --

3 SPEAKER: -- the shortest distance
4 between two points is a straight line [inaudible].

5 SPEAKER: Well, and other thing is, it's
6 a little bit pedantic for the government and folks
7 -- I don't know who -- I don't want to say DOT --
8 but if you're doing Wade and Ridge improvements for
9 that turning lane and you're going to do something
10 on the north end, if it looks like a duck, it
11 quacks like duck, it's going to be a duck. You
12 cannot tell me you're going to improve Ridge Road
13 south to change the turning and you're going to do
14 something on the north, and within five years
15 someone's going to go, well, hell, why is this four
16 lanes? And that's what's going to happen.

17 SPEAKER: So --

18 SPEAKER: They need to have [inaudible]
19 all the closures during the night.

20 SPEAKER: [Inaudible].

21 SPEAKER: [Inaudible] folks of planning
22 and communication?

23 SPEAKER: Okay. And they need to
24 consider the sequencing because, in my opinion, if
25 they're going to -- if they're going to work on the

1 Wade Avenue Project -- and this is my opinion -- I
2 would like to see them work on the westbound access
3 to Wade Avenue before anything else 'cause that
4 will relieve the most traffic that's wanting to cut
5 off onto these neighborhood streets to get there.
6 So if they do that first, that, to me, is the
7 biggest -- will have the biggest impact on the
8 neighborhoods. Not do the whole intersection
9 first, do that one harder, so you can relieve the
10 traffic in the neighborhoods.

11 SPEAKER: Right.

12 SPEAKER: I'll say home life.

13 SPEAKER: Your point is well taken
14 because the other thing that we have to remember is
15 this is not just -- we're talking about Ridge Road
16 because it's -- it's -- the needle's sticking out
17 of the porcupine the far -- the furthest. But the
18 issue is, I think we're being dishonest to the -- I
19 mean, you take every house that goes from the
20 Beltline to Ridge all the way over to Oberlin, and
21 go from the Beltline, north, all the way down to
22 Wade, that's thousands of homes. They're all
23 affected because if you are going to move cars,
24 like I say, you're going to affect Lake Boone in
25 front of the school, Churchill, Louis Farm, all

1 those roads are going to be affected for people to
2 get over.

3 SPEAKER: Yeah, yeah.

4 SPEAKER: In my opinion, we're becoming
5 Atlanta. And we have -- you know, we have a
6 thought at all about why not convert this into some
7 mass transit [inaudible]?

8 SPEAKER: Don't become Atlanta,
9 [inaudible].

10 SPEAKER: [Inaudible] and that's
11 [inaudible] our voices, what have we learned, what
12 cities have you studied and been successful in
13 this? And what did they do to become successful?

14 SPEAKER: Can you put a note up here?
15 Can you show us a precedent in the city of Raleigh
16 where they are going to move traffic onto a road
17 that has, I think, someone said 1,900 students,
18 four churches, and five schools?

19 SPEAKER: That's not counting Meredith.

20 SPEAKER: That's not counting Meredith.
21 So if there is a predicate, if someone from NCDOT
22 says, yeah, we did that on this, and we didn't see
23 an increase or problem, then we're probably going
24 to have to shut up, but I don't think they're going
25 to be able to do that. So is there a predicate of

1 taking a community, neighborhood road and changing
2 it?

3 SPEAKER: Uh-huh.

4 SPEAKER: [Inaudible]. I mean, I grew up
5 in Brookhaven before Crabtree [inaudible], and
6 those were our roads before that, and I've seen
7 what happened to that so that those things have
8 been developed. And I think if we grant people the
9 ability to develop there, like you say is going to
10 happen, then they need to be part of the solution
11 of how you're going to get the traffic to
12 [inaudible].

13 SPEAKER: Oh, thank you.

14 SPEAKER: You're going to need --

15 SPEAKER: So either way -- so I did -- so
16 I did try to capture this doing that, so I mean, I
17 think all this stuff's really important, right, but
18 if this is something -- because I think -- because,
19 I think, part of this conversation's about framing
20 a conversation, right? It's about bringing people
21 onboard, it's about showing how much context has
22 been studied or not, right, because it may be that
23 a lot has been studied, maybe not, right? So it
24 may be that that's happening, but also then, how
25 can you describe the big pressure and interest

1 affecting in the project's scope? So partly -- I
2 mean, [inaudible] of course, a part of the question
3 is, what does Raleigh want to be? That's a --
4 that's a real question. But understanding the big
5 pressures about communication, transparency, what
6 else could DOT, sort of, take on, or hopefully, add
7 to their, kind of, public engagement and
8 communications? What else could DOT do to be a
9 partner? Let me see if I can --

10 SPEAKER: I --

11 SPEAKER: Simple terms, right? Keep it
12 simple. Like, what does -- how does DOT be a good
13 partner?

14 SPEAKER: Well, I'm -- a couple years
15 ago, I'm sure we all read the article, you know,
16 there's going to be four high-density areas in
17 Raleigh. You know, Crabtree, North Hills, Triangle
18 Town Center, and this Brier Creek, I think it was.
19 Well, you know, if that's the case, the Raleigh
20 City Council, I guess, said that, then okay, we
21 need Raleigh's City Council to meet to talk with
22 DOT and get DOT to be a partner to, this is how
23 going to do it, so that these -- it's not total
24 gridlock in these four high-density areas that we
25 want. You know, I mean, it's great to say you want

1 high density. Well, okay? Work with DOT, how can
2 you -- how can you do that?

3 SPEAKER: Right.

4 SPEAKER: How can you come up with a plan
5 to do that? That plan -- that also --

6 SPEAKER: You're telling them that it was
7 going to happen already.

8 SPEAKER: -- plan to accommodate what's
9 going to happen and what will accommodate in the
10 future?

11 SPEAKER: So -- so that kind of effective
12 coordination and public communication between DOT
13 and the City of Raleigh? Because --

14 SPEAKER: Yeah, very much because a lot
15 of what we hear in these meetings is that, well,
16 that's the City of Raleigh, we're not doing that,
17 but again, you're affecting that.

18 SPEAKER: Aha. I see. So --

19 MR. HANK: It's great to say we want high
20 density. However, you know, somebody on the city
21 council that could take --

22 SPEAKER: So get that --

23 MR. HANK: -- [inaudible] --

24 SPEAKER: So what you're, kind of, saying
25 is that there should be a meeting --

1 SPEAKER: That's what he's saying.

2 SPEAKER: Depending on the meeting --

3 SPEAKER: Right.

4 SPEAKER: -- DOT's been saying that the
5 City of Raleigh [inaudible], or the City of Raleigh
6 can say --

7 SPEAKER: This roadway's -- `is a city
8 road, it's not a state road, so that, you know --

9 SPEAKER: Well, it's the same -- the same
10 thing, but --

11 SPEAKER: -- you'd have to deal with that
12 matter separately as a US highway, okay? So they
13 wouldn't even get some money from the federal
14 government --

15 SPEAKER: -- [inaudible].

16 SPEAKER: -- because traffic through
17 there, but 50, which is Creedmoor, is a state
18 highway.

19 SPEAKER: Yeah, so stop keeping the City
20 of Raleigh [inaudible] working on projects.

21 SPEAKER: 70's actually a federal
22 highway, a US highway.

23 SPEAKER: People getting --

24 SPEAKER: I mean, you know, there used to
25 be [inaudible] on either side of 70. [Inaudible],

1 so is the Marriott, just as a little FYI.

2 SPEAKER: Right, right, right.

3 SPEAKER: The Marriott?

4 SPEAKER: Yeah, [inaudible] over there,
5 too.

6 SPEAKER: What else is left over there
7 that's worth preserving -- talking about green
8 space. We talked about, sort of, residential
9 areas. Anything else in those areas worth -- would
10 you say that about --

11 SPEAKER: It's really hard to come up
12 with this stuff, I mean, when you don't know what
13 the questions are going to be in advance, so I'm
14 trying. I don't want to [inaudible].

15 SPEAKER: No. No, no, but like, imagine
16 that area, right, including that all that, kind of,
17 surrounding, sort of, residential and --

18 SPEAKER: [Inaudible] Brookhaven.

19 SPEAKER: Yeah.

20 SPEAKER: All that property across the
21 street, you know, was owned by LeRoy Martin and
22 that's all green and [inaudible], you know
23 [inaudible] I think, another thing would be to
24 anticipate -- like, these properties have been
25 recently purchased. They could've bought that

1 property with some of this money to relieve some of
2 the flow, instead they added to the traffic by
3 allowing it to get to [inaudible].

4 SPEAKER: [Inaudible]?

5 SPEAKER: Well, if the -- the Brewer's
6 [phonetic] property was all one piece of land that
7 those apartments are built on --

8 SPEAKER: Oh, you mean privately
9 purchased.

10 SPEAKER: Yeah, and then the banks bought
11 a property that was a private residence and now
12 they're putting up a [inaudible] --

13 SPEAKER: -- where the Marriott is, so
14 they're not anticipating the needs, which is, I
15 think, what he's saying. All these places of them
16 -- they've estimated and -- and they've gotten one,
17 but they haven't done anything to anticipate -- so
18 at least don't replay that same mistake.

19 SPEAKER: Okay. Let's [inaudible].

20 SPEAKER: That's no problem.

21 SPEAKER: We've got this little 12, 20,
22 [inaudible].

23 SPEAKER: -- and then go to whatever they
24 will allow in order --

25 SPEAKER: Okay.

1 SPEAKER: I mean, I think --

2 SPEAKER: So that's what the original
3 plan was.

4 SPEAKER: Yeah.

5 SPEAKER: So it would be better if we
6 could, sort of, you know --

7 SPEAKER: Are there any other -- anything
8 else to add to any of these questions? I feel like
9 we've, kind of, moved through them. We've got --
10 you know, we've got another half an hour, at least
11 in -- in allotted time.

12 SPEAKER: Let's go grab a beer.

13 SPEAKER: Do you want to know what
14 [inaudible]? I mean, it's all tied in to this
15 [inaudible].

16 SPEAKER: Well, so for here -- so here's
17 the -- I'll just read it out [inaudible].

18 SPEAKER: From your perspective, what are
19 some of the most problematic traffic and pedestrian
20 problems that need to be addressed?

21 SPEAKER: Speed. Congestion.

22 SPEAKER: Are there particular place
23 where speed and congestion -- and we're going to --
24 if it's okay, we're going to look at the quote
25 "study area" and Ridge Road, talk about any of

1 that, but specific places if we can.

2 SPEAKER: Well, I can just speak to speed
3 on Ridge Road and then the congestion on Glenwood
4 'cause you're fitting 10 lanes into, like, three or
5 four and you're trying to push them off into Lead
6 Mine and [inaudible].

7 SPEAKER: The [inaudible] going north
8 between the Beltline and Ridge Road.

9 SPEAKER: The merge going northbound --

10 SPEAKER: As you access Glenwood Avenue.

11 SPEAKER: -- northbound merge at Ridge --

12 SPEAKER: And 440 to access Glenwood
13 Avenue.

14 SPEAKER: What's the problem there? Just
15 so I can write it out.

16 SPEAKER: If you got two -- Ridge Road
17 coming in, you got two [inaudible] 40 that are
18 flying in to get off onto Glenwood.

19 SPEAKER: So this vote, is it -- would it
20 -- is there congestion and also --

21 SPEAKER: There's a --

22 SPEAKER: -- a big speed -- dangerous
23 speed difference?

24 SPEAKER: Yes.

25 SPEAKER: Okay.

1 SPEAKER: I -- off the top of my head, I
2 can't speak about congestion on Glenwood to the
3 inside the Beltline, please put congestion on
4 Glenwood at, you know, Blue Ridge, as well as
5 Creedmoor.

6 SPEAKER: There's Creedmoor, Lead Mine,
7 they all -- they all back up [inaudible] causes
8 problems [inaudible].

9 SPEAKER: Yes, they do, tell me about it.

10 SPEAKER: Each one backs up the other, so
11 it's all -- everything west -- outside the Beltline
12 is more concerning.

13 SPEAKER: Are there --

14 SPEAKER: Well --

15 SPEAKER: -- any particular times of day?
16 I don't want to assume.

17 SPEAKER: Yeah, [inaudible] rush hour,
18 but you know, let's also write this down, if we
19 may, please, a -- you've got testing there, but God
20 forbid, you've got a 10-inch rainfall.

21 SPEAKER: Uh-huh.

22 SPEAKER: You've got flooding in those
23 two intersections, also.

24 SPEAKER: At Creedmoor and --

25 SPEAKER: At Creedmoor and at Blue

1 Ridge/Lead Mine, so --

2 SPEAKER: Does that happen a lot? Like,
3 a lot being, like, more than once a quarter, a
4 month?

5 SPEAKER: Well, it depends on when your
6 rain -- mercifully, it didn't -- we didn't get hit
7 by --

8 SPEAKER: Right.

9 SPEAKER: -- Florence, but you know, if
10 you've got a seven-inch rainfall --

11 SPEAKER: Uh-huh.

12 SPEAKER: -- you're going to have
13 flooding there.

14 SPEAKER: Hey, can I ask a question just
15 to [inaudible] makes the other point, so let's go
16 down, I think, someone else made the comment about
17 the different demographics and how that business
18 area has changed. So malls, writ large, have been
19 declining, right? There's -- they're going away,
20 less malls.

21 SPEAKER: So I think indoor -- indoor
22 malls [inaudible].

23 SPEAKER: Right, so my question is, let's
24 say Crabtree Valley Mall is dead in five years.
25 What would you do? Have we -- have we planned that

1 out?

2 SPEAKER: We would probably put 30-story
3 hotels.

4 SPEAKER: Right, but my point is, if that
5 was virgin space, if that mall went away, and if we
6 want to save the communities around it and fix
7 traffic flow, then maybe reverse the flow and say,
8 okay, the mall's closing in a year, we're kicking
9 everyone out, and we're going to use all that space
10 to get the traffic flow right and then let them
11 build other buildings and commercial space there.
12 Because if that mall --

13 SPEAKER: So that goes back to my
14 anticipation.

15 SPEAKER: Right

16 SPEAKER: Do we have a first right of
17 refusal with DOT on any of that property, so that
18 if it's going to be changed over, we might have a
19 new venue. But I wanted to add, the left turn from
20 Lead Mine onto Glenwood and then moving towards the
21 Beltline or further down Glenwood, there's, like,
22 three lanes of left turns [inaudible] --

23 SPEAKER: Well, this is [inaudible] --
24 you can't do anything --

25 SPEAKER: And they're what, 11-foot wide?

1 Let's see [inaudible] 13 foot --

2 SPEAKER: 12.

3 SPEAKER: 12 or 13, and they're probably
4 ten to 11.

5 SPEAKER: And so what -- so tell me, so
6 turning left on Lead Mine or Glenwood, it's too
7 congested, there's not enough room?

8 SPEAKER: It's --

9 SPEAKER: It's three lanes and they're
10 narrow lanes, three narrow lanes.

11 SPEAKER: Three narrow lanes and people
12 are always in the wrong one. So they don't really
13 go -- you don't --

14 SPEAKER: Yeah, you've got three left
15 turn lanes, but you got to all get over to the
16 right to get on the Beltline if you're going to do
17 that. And that's where it gets --

18 SPEAKER: You've got to get to the right
19 over three left lanes.

20 SPEAKER: Some of them are turning in --
21 some of them are going to those apartments and some
22 of them are going to the gas station and some are
23 going to the Beltline, and then the ones -- and
24 then some get caught in the right lane, and are
25 like, oh, I didn't want to go any of those places I

1 got to get in the left lane or one of the left turn
2 lanes.

3 SPEAKER: Okay. Any other spots?

4 SPEAKER: Certainly, the Glen Eden
5 traffic light on Ridge Road.

6 SPEAKER: And what about the Glen Eden
7 traffic [inaudible]?

8 SPEAKER: Traffic backs up there and you
9 can't make safe turns.

10 SPEAKER: I read an article a couple
11 months ago about previous -- in a previous 2011
12 effort, but you know, this is expensive, but you
13 know, they really got to consider having a flyover
14 from Blue Ridge to Lead Mine, and even from, if you
15 will, Edwards Mill to Creedmoor, and you can --

16 SPEAKER: I don't think they considered
17 up or under as [inaudible].

18 SPEAKER: Oh. Well, and not touching
19 Glenwood. Yeah, that will be expensive, but if
20 they're able to do that, you know, the 30 seconds
21 or the 45 seconds that the lights are green and
22 traffic goes on Creedmoor and Blue Ridge and Lead
23 Mine, that goes away and you've got 45 more seconds
24 that you can have traffic on Glenwood going through
25 to try to, maybe, reduce all those backups at those

1 intersections.

2 SPEAKER: There's a couple more
3 intersections, too, because Lake Boone, coming from
4 Costco, at shift change there's a lot of congestion
5 there.

6 SPEAKER: So here's a thing that is not
7 up here. And going back to -- you're hearing me
8 say the same thing because I feel like we're
9 drifting a little bit away from it. If you put
10 more cars on Ridge Road, irrespective of what
11 you're going to do up here, now you're putting a
12 couple thousand more cars on Ridge Road. I would
13 -- I don't know if any of these engineers with DOT
14 sat on the corner of Lake Boone and Ridge in the
15 morning with a crossing guard, trying to make a
16 left-hand turn as it backs up. If you add hundreds
17 and thousands more cars, it's physically impossible
18 that anyone would drive down this road, that it
19 wouldn't just be one giant traffic jam.

20 SPEAKER: That area is a problem, anyway,
21 because the crossing -- a lot of people get
22 frustrated because the crossing guard stops
23 everybody, including adults who don't need a
24 crossing guard, and cars can't turn left to take
25 their kids to school or get to work or whatever,

1 and as a result, then they run through the light
2 after it changes and create problems. But I want
3 to make sure you put the light at Lake Boone and
4 the Beltline because there's -- there's a couple of
5 problems.

6 SPEAKER: The light at Lake Boone and
7 440.

8 SPEAKER: 440 under [inaudible].

9 SPEAKER: Can I get another sheet?

10 SPEAKER: It's not even the light, that
11 whole intersection, when people are coming, they're
12 not stopping for the stop signs. They -- when they
13 -- if they're coming -- both -- if you come from
14 either --

15 SPEAKER: And remind me the intersection
16 again?

17 SPEAKER: Lake Boone and 440.

18 SPEAKER: Okay.

19 SPEAKER: So if they're coming off 440
20 going south, then they run that light and even in
21 -- so people are coming down Lake Boone, they pull
22 in front of them. For me, the direction, there's a
23 stop sign in one place and a traffic light in the
24 other. So they run that, and then you've got
25 people who are going in or coming out of the gas

1 station or the shopping center and you've got
2 problems because people -- you might be going the
3 speed limit at 30 -- even under the speed limit, 30
4 miles an hour, and somebody pulls out in front of
5 you because, you know, they're turning right on
6 red. And then you've got the hospital traffic,
7 when the shift change comes, coming down Lake Boone
8 and traffic backs up because they want to go left
9 onto the Beltline or north, and so traffic backs up
10 there, so the people coming out of Horton can't get
11 out to go left or -- you know, left for sure.

12 SPEAKER: Here's -- to add to that,
13 here's where no one has --

14 SPEAKER: Can I just say one more thing?

15 SPEAKER: Yes, please do.

16 SPEAKER: And then the people coming out
17 of the hospital going right onto 440, which would
18 be south, that lane ends there and people that are
19 going one exit beyond have to change lanes while
20 other people are trying to get into that lane to
21 get off. I think that's the one that this Wade
22 Avenue is [inaudible]. I'm sorry, go ahead.

23 SPEAKER: No, no, no you've -- I'm --

24 SPEAKER: Yeah.

25 SPEAKER: So where no one has faith in --

1 this is where, in today's day and age, no one has
2 faith in the government, right? At all.

3 SPEAKER: Okay. Yes.

4 SPEAKER: So they build a retirement
5 living area and apartments off of Lake Boone and
6 440 that goes up where Martin Middle School is. I
7 would love to know, who in the City of Raleigh
8 approved that project and has a road that comes out
9 of it and it's not in line with the on ramp to 440.
10 You could've put a traffic light there and fixed
11 all of that problem by moving the exit ramp or the
12 exit of that road 25 feet west, or east.

13 SPEAKER: Yeah.

14 SPEAKER: So see -- they got dollars and
15 they just did it. So now you've got three
16 different on and off with no traffic light there.

17 SPEAKER: That's part of the infill
18 issue. We have infill with no traffic [inaudible].

19 SPEAKER: Well, that's why I paused. So
20 we're supposed to believe that they're going to do
21 the right thing here. So --

22 SPEAKER: Which goes to our visioning
23 beyond. [Inaudible].

24 SPEAKER: They're also -- well, since
25 we're in this session here, you've got to have the

1 next three sessions that you do this, you've got to
2 have it presented correctly. It's being
3 incorrectly presented.

4 SPEAKER: Okay, let's have that.

5 SPEAKER: That's what I tried to explain
6 to the young lady up front, is that you can't say
7 it's not affecting Ridge Road. You can't say Ridge
8 Road's not in the plans, we're not going to widen
9 it. It's a false narrative, right now, no one's
10 going to widen it, but they're going to add 3,000 -
11 4,000 cars to it. So you can't start off a
12 listening session with a false narrative.

13 SPEAKER: Okay, so a better kind of
14 introduction that --

15 SPEAKER: That Ridge Road will be
16 affected. You can't say it's not going to be
17 affected. We're not going to widen it, is
18 basically, saying it's not going to be affected.
19 So I know DOT probably fed those folks that line to
20 make sure everyone calms down, but that's an
21 absolute not truth.

22 SPEAKER: Yeah, so -- yeah, I can't speak
23 to how anything happened, but --

24 SPEAKER: It's not true.

25 SPEAKER: -- the comment on that -- yeah,

1 so -- so is this a better introduction -- like,
2 facilitation or presentation?

3 SPEAKER: Well, you just can't start off
4 by saying Ridge Road's not going to be widened
5 because you can't say that, A, and B, that makes
6 everyone feel as if Ridge Road's not going to be
7 impacted when it will be.

8 SPEAKER: Can I reiterate my [inaudible],
9 which is that I would like to see the engineers
10 take the data that already exists from Waze and use
11 the data -- you're not even looking at me -- use
12 the data integration model to pull that image and
13 see where people started and where they're going
14 to, to see if there are alternative solutions to
15 [inaudible], not just to improve the existing
16 routes, but to research what might be [inaudible]
17 currently [inaudible].

18 SPEAKER: We absolutely got that. So
19 there will be far more engineers involved than just
20 these [inaudible].

21 SPEAKER: I just wanted --

22 SPEAKER: Yeah, yeah, yeah.

23 SPEAKER: The scope of this is --

24 SPEAKER: No, absolutely. I've been
25 working really hard to catch that.

1 SPEAKER: Okay.

2 SPEAKER: One point, just came to my mind
3 when we were talking about what can the DOT do to
4 be a partner?

5 SPEAKER: Uh-huh.

6 SPEAKER: Better transparency.

7 SPEAKER: Okay.

8 SPEAKER: Yeah.

9 SPEAKER: I think that's --

10 SPEAKER: Well, no, here -- here's my
11 point. Here's my point. If they want the
12 residents to, you know, feel good about DOT --

13 SPEAKER: Yep.

14 SPEAKER: They ought to have traffic
15 studies of [inaudible] congestion spots, every
16 three years, every five years, to determine if the
17 traffic is increasing drastically, document it so
18 that they can --

19 SPEAKER: Anticipate.

20 SPEAKER: -- try to make -- start making
21 plans. I mean, here it seems they waited to get to
22 drastic choke points before they do something.
23 That's probably a false statement and I apologize
24 for saying it.

25 SPEAKER: And also, the people who are

1 impacting in the area need to pay for it.

2 SPEAKER: Yes, yes.

3 SPEAKER: Or part of it.

4 SPEAKER: Yes, and maybe even if you put
5 in a 234-condo buildings --

6 SPEAKER: Sorry, Gordon [phonetic].

7 SPEAKER: -- then maybe they need to do a
8 traffic study after that to see where they are.

9 SPEAKER: Before and after study, that's
10 a good point.

11 SPEAKER: Yeah. Yeah. It's great to say
12 you want Crabtree to be high density, you need to
13 have periodic studies to see where you are every
14 three or five years or whatever.

15 SPEAKER: Okay. Yeah. I mean that's,
16 kind of, a -- that's, sort of, a big data question,
17 right? Like, is there live data out there that
18 could be --

19 SPEAKER: And put it on a website so that
20 your taxpayer residents can see it.

21 SPEAKER: Uh-huh. And use it in smart
22 ways, right? So it's not just about sharing
23 [inaudible].

24 SPEAKER: [Inaudible] taxpayer residents
25 can see it, but so that the DOT or the City of

1 Raleigh has up-to-date data.

2 SPEAKER: I would just love for our
3 elected officials to, absolutely, listen to the
4 people that live in the neighborhood and not do
5 what we don't want them to do.

6 SPEAKER: Make them drive --

7 SPEAKER: I mean, this all goes away,
8 probably, if our city council said -- even though
9 it's not a city project -- the city council says,
10 my constituents are overwhelmingly opposed to this,
11 this goes away. They won't do it.

12 SPEAKER: Well, make them drive on
13 Glenwood for 30 rush-hour days in a row.

14 SPEAKER: Are we good? We've hit this
15 nail a lot. I think we're good. So again -- so
16 next, right? All this stuff is going to be pulled
17 over the next three sessions to -- will be pulled
18 together into a document that goes to all the
19 design firms. Three design firms are now --

20 SPEAKER: Do you know if that's public?

21 SPEAKER: Yeah, we should see all that
22 data, right?

23 SPEAKER: Yes, it was going to be public
24 [inaudible].

25 SPEAKER: I don't know -- the data from

1 all sessions will be aggregated into a report that
2 goes to engineering firms. I don't know, but I'll
3 ask that question. Yeah, actually, the report will
4 be available on DOT's website. So the engineering
5 firms, then, are all still competing with each
6 other, and so the quality of their designs, you
7 know, will help to choose whose going to do the
8 final design. So -- so that's -- there's going to
9 be another round of input, keep your eyes open.

10 SPEAKER: Pleasure to meet you, man.

11 SPEAKER: See you Patrick, appreciate the
12 input.

13 SPEAKER: I've got, I think, I've got one
14 of my web favorite, you know, what this website is.
15 What is the timing for what the -- when the four --
16 three or four listening sessions is finished, when
17 that will be on the website for, you know, public
18 review and consumption?

19 SPEAKER: I don't know the answer to
20 that.

21 SPEAKER: What is your deadline for
22 compiling this, David?

23 SPEAKER: So I'm -- so I'm here today
24 doing this. I'm compiling this stuff. So Partners
25 --

1 SPEAKER: What is your firm's deadline
2 for compiling this?

3 SPEAKER: So again -- and that's my firm
4 also. So I'm a subcontractor to Partners for
5 Impact, only for today. So Partners for Impact, so
6 Beth and Stan would be the people who can answer
7 that questions. So they are the -- their firm --
8 I'm a subcontractor to them to help with this
9 conversation, but not compiling the data, so Beth
10 can answer that question.

11 SPEAKER: So Beth. What is your firm's
12 deadline for compiling this data?

13 SPEAKER: So we've got three weeks after
14 we end -- three to four weeks -- after we end all
15 of these [inaudible].

16 SPEAKER: And then, how soon can we
17 expect to see it on the website?

18 SPEAKER: I can't give you that answer.
19 It's going to be based on when we can get it
20 compiled and when we can get it back to them. I
21 will talk with them and tell them that you would
22 like to know that information. Okay?

23 SPEAKER: Will you put that on how DOT
24 can partner with us?

25 SPEAKER: Absolutely.

1 SPEAKER: Just let us know when it will
2 be available.

3 SPEAKER: Yes, ma'am. Definitely.

4 SPEAKER: Will this be on the website
5 that they've already established as, sort of, a,
6 maybe, a tab on the --

7 SPEAKER: It will be on DOT's website.
8 So you'll have to go to the top and search, or --

9 SPEAKER: Yeah, okay, but it should be --

10 SPEAKER: It will be labeled --

11 SPEAKER: Is there any September listing
12 sessions, perhaps?

13 SPEAKER: It will probably be a
14 collective of all the listening sessions that we
15 will compile together. SO it will be obvious that
16 that -- this is where the information is coming
17 from. We'll make sure of that in our report.

18 SPEAKER: Partners for Impact, maybe?

19 SPEAKER: Partners for Impact.

20 SPEAKER: Summary?

21 SPEAKER: I don't know what a good title
22 of it would be. Thank you guys so much for coming.
23 Appreciate that. Thank you.

24

25